

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (currently amended) A method for forming a fascia assembly that is to be mounted on a front or rear end of a partially completed motor vehicle, comprising:

molding and solidifying molten first material so as to form an exterior fascia panel having a first connecting portion integrally molded therewith, said fascia panel being configured to constitute a portion of a vehicle body assembly when said fascia assembly is mounted on the front or rear end of the partially completed vehicle; and

molding and solidifying a molten second material so as to form a fascia assembly component having a second connecting portion integrally molded therewith with said second connecting portion of said fascia assembly component being molded and solidified to said first connecting portion of said exterior fascia panel in [an] a fixed, bonded, and interconnected relationship such that said connecting portions cooperate to interconnect said exterior fascia panel and said fascia assembly component together for subsequent transport and mounting to the partially completed vehicle.

2. (original) A method according to claim 1, wherein molding and solidifying said molten second material so as to form said fascia assembly component includes molding and solidifying said molten second material so as to form a lamp receiving structure.

3. (original) A method according to claim 2, wherein molding and solidifying said molten second material so as to form a lamp receiving structure includes molding and solidifying said molten second material so as to form a pair of lamp receiving cans that are spaced apart from one another in a transverse direction of said fascia assembly, each of said lamp receiving cans being constructed and arranged to allow a lamp bulb to be mounted therein and electrically connected to an electrical system of the motor vehicle and to allow a lens to be mounted in

covering relation with respect to said lamp bulb when said fascia assembly is mounted to the front and rear end of the vehicle.

4. (original) A method according to claim 1, wherein molding and solidifying said first molten material so as to form said fascia panel includes forming a grill receiving opening in said fascia panel and wherein molding and solidifying said molten second material so as to form said fascia assembly component includes molding and solidifying said molten second material so as to form a grill opening reinforcement structure that extends transversely with respect to said fascia panel, said grill opening reinforcement structure being constructed and arranged to have a grill mounted thereto.

5. (original) A method according to claim 4, wherein molding and solidifying said molten second material so as to form said fascia assembly component including molding and solidifying said molten second material so as to form a pair of lamp receiving cans that are spaced apart from one another in a transverse direction of said fascia assembly on opposing sides of said grill opening reinforcement structure, each of said lamp receiving cans being constructed and arranged to allow a lamp bulb to be mounted therein and electrically connected to an electrical system of the motor vehicle and to allow a lens to be mounted in covering relation with respect to said lamp bulb when said fascia assembly is mounted to the front or rear end of the vehicle.

6. (original) A method according to claim 1, wherein molding and solidifying said molten second material so as to form said fascia assembly component includes molding and solidifying said molten second material so as to form a collapsible impact absorbing structure, said impact absorbing structure being constructed and arranged to be operatively connected to a frame of the motor vehicle and to collapse when said fascia panel impacts an object during an automotive collision such that said absorbing structure absorbs at least a portion of the energy of the impact and prevents the absorbed portion of energy from being transmitted to the frame.

7. (original) A method according to claim 6, wherein said collapsible impact absorbing structure is molded and solidified so as to integrally mold a third connecting portion with said collapsible impact absorbing structure, and wherein said method further comprises:

molding and solidifying a molten third material so as to form a bumper beam having a fourth connecting portion molded and solidified to the third interconnecting structure of said impact absorbing structure in an interconnected relationship wherein said connecting portion of said bumper beam and said third connecting portion of said collapsible impact absorbing structure interconnect said bumper beam and said impact absorbing structure together, said third material having a greater rigidity than either of said first and second materials when solidified.